JULY 1939 4D.

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At the first regatta of the Scottish Canoe Association at Millarochy Bay, Loch Lomond

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THE *Incorporating* THE OUTBOARD
CANOE AND SMALL BOAT

VOLUME 4 NUMBER 1

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FIRST TIME OUT?

Is this your first holiday in a canoe? Or may be in a dingy, or skiff or outboard?

We guarantee it will not be your last! Even though the elements are all against you—and it's sometimes very much that way inclined in this imperfect world of ours—there is something in this getting back to the elemental in a small boat which holds one in an inescapable grip.

You will read inside this month how someone who certainly could not be called, and would not desire to be called, in the first bloom of youth, is able to enjoy canoeing under the worst possible conditions, and we have no doubt that your experience will be the same.

If the elements are kind to you, you are heading for the most perfect holiday man has yet devised—a complete escape from the hurly-burly of life, crisis, politics, traffic jambs and rush hour in the tube. And the elements can be wonderfully kind when they want to—we who have holidayed this year in downpour and gale send you our envious greetings!

All of us were novices at some time or another, and we have all had to learn the one essential lesson of canoeing, that a canoe will stand up to anything and everything so long—and just so long—as its owner can stand up to it. We have learnt, some of us in the bitter school of experience, that flowing water has tremendous power and that it and the canoe should be treated with respect as allies to be used to the utmost and not thoughtlessly ignored or maltreated.

So remember your own limitations above all else, and then the limitations of size of your craft, and finally the power of the water that helps you on your way, and, weather or no weather, you will be at this canoeing and boating game again.

Welcome to you, and happy landings!

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(v) STAINES TO RICHMOND.

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THE *Incorporating* THE OUTBOARD
CANOE AND SMALL BOAT
THE MAGAZINE FOR SMALL CRAFT ENTHUSIASTS

JULY 1939

SCOTTISH CANOE ASSOCIATION

First regatta of Scotland's new national body

SCOTLAND has long held a reputation for keenness where canoeing is concerned and her waters, from the Orkneys to the Tweed, have been acknowledged as offering some of the best canoeing in the British Isles. Her premier clubs, too, have always ranked among the premier clubs in Britain and have played their part in shaping the destiny of canoeing in Britain.

The news that canoers in Scotland have united to form a national body is therefore very welcome both for its own sake and since it is a timely indication that the sport is flourishing north of the border as well as in the south.

The Scottish Canoe Association was provisionally formed earlier this year by club members and its first General Meeting and Regatta was held at Millarochy Bay on Loch Lomond, on July 8 and 9. Our cover photograph this month shows some of the "B" and "C" Class sailing canoes at the Regatta.

The General Meeting on the Saturday was attended by many members of the Clyde Canoe Club, Forth Canoe Club, Scottish Youth Hostel Canoe Club and the Canoe Section of the Camping Club of G. B. and I. A Constitution was adopted after full discussion of the objects and working of the Association, and the following Office-bearers were elected :—

President :
Mr. F. H. Duncan of the Clyde Canoe Club.

Vice-President :
Mr. McLeod
of the Canoe Section of the Camping Club.

Secretary :
Mr. Eoghan L. Carmichael
of the Forth Canoe Club.

Most of the races took place on the Sunday and there were thirty-six entries in all. Fine weather favoured the events, but there was plenty of wind for the sailing classes. The winners in the various events were as follows :—

PADDLING.

Open Singles.
1. J. Walford (F.C.C.). 2. E. L. Carmichael (F.C.C.).

Open Doubles (Collapsible).
1. A. Brown and J. Thomson (S.Y.H.C.C.). 2. J. C. Watson and E. L. Carmichael (F.C.C.). 3. J. Walford and J. Mears (F.C.C.).

Open Doubles (Rigid).
1. J. Henderson and H. K. Murray (Canoe Section). 2. Messrs. McKenzie and Tongue (Canoe Section).

Mixed Doubles.
1. U. Darley and Miss Johnston (Canoe Section). 2. J. Walford and Miss Christie (F.C.C.).

Ladies' Doubles.
1. Miss Hutchison (Canoe Section) and Miss Christie (F.C.C.). 2. Miss Johnston and Miss Boyd (Canoe Section).

Standing Doubles.
1. Messrs. Murray and Beams (S.Y.H.C.C.). 2. J. Walford and E. L. Carmichael (F.C.C.).

SAILING.

"B" Class Sailing Canoes with centre plates.
1. Ian Robertson (C.C.C.). 2. D. Stewart (C.C.C.).

"C" Class (One Design).
1. A. Bates (C.C.C.). 2. M. A. Carmichael (F.C.C.). 3. E. L. Carmichael (F.C.C.).

The Canoe Section of the Camping Club, who have their headquarters at Millarochy Bay, kindly permitted visitors to use their camping ground for the week-end, and the organisers of the Regatta were very pleased with both the number and the keenness of those who attended.

CANOEING FOR PLEASURE

Nancy Bell has had enough of rough water work

OF course we shall canoe-camp for our fortnight's holiday this year. We have done it before and so we know that there is no other holiday to compare with it. But we shall not choose again the River Swale, especially when it is in spate.

Admittedly we had an unlucky start. A nasty spill at Richmond involving the loss of food, all spare clothing, and a good deal of camping kit made us "proceed with caution." Nevertheless I think you will agree that canoeing from Richmond to Catterick Bridge, a matter of a few miles in three days is rather slow going.

Our Souvenirs

You see, canoeing is hardly the right word. We hiked along that river bed, gently nosing our faithful canoe, *Silversprite*, over the rocks. I am keeping as souvenirs the shoes I wore—new at Richmond, they were completely worn out in those three days. Maybe we shall return to the scene of our tribulations and really canoe down, but it will be with a stripped boat. It would be worth it, if only for the scenery, which is magnificent.

Deep Water Relief

I am sorry that I can give no account of the Swale below Catterick Bridge. We never saw it. We reached our objective, the River Ouse, but it was in a motor-lorry, canoe and all. I got a splitting headache for my sins, but when we dipped our paddles into deep water at Boroughbridge and realised that there were neither rocks, rapids, nor roaring torrents ahead we sat back with a sigh of relief.

All this time the weather had been perfect, and now we could really appreciate it. Our only worry was to find good camp sites. It is strange how cows and humans think alike in the matter of suitable bits of grass to lie on, and somehow I do not feel equal to an argument with a cow when it pokes its head into my tent. Our first bivouac was behind a country inn and was shared by a miscellaneous collection of campers. Our nearest neighbours were some people from Leeds who occupied seven small tents in various degrees of delapidation. That their interest was primarily piscatorial we knew to our sorrow at five o'clock the next morning, when with a few well chosen words, they shrieked at each other to get up and go fishing. I had never heard such variety or intensity in the gentle art of swearing.

Portages are Quicker

We had little rest after that and eventually we rose feeling rather stiff. No wonder! We had been lying on a stubble field, uneven enough to break one's ankle when walking. Nevertheless we spent two more happy days and nights there, delayed at the end by a thunderstorm. Our next stop was at Linton Lock, where the kindly lock-keeper gave us a good site and where we spent a delightful week-end. By the way, we found it best to make portages round locks. It is quicker too.

Camping in Company

On Monday we reached York, and frankly, it scared me a little. We were caught in the wash of two pleasure steamers having a race. Bad enough in itself, the wash was beaten up and back by the sheer walls of riverside warehouses and achieved frightening force, slapping at our little craft from all angles.

We camped that night a mile or so below York and on Tuesday morning went back upstream to a little spot we had noticed in

passing. Here we found a veritable haven. Our grassy plateau right on the river's edge was conveniently ringed off with thistles, past which barrier the fine dairy herd, which occupied the rest of the field, never cared to stray. There was a sandy beach which shelved gradually into the water and was ideal for bathing. The farm behind supplied us with fresh water, milk and eggs: *Silversprite* was put into ferry service each day to reach the village on the opposite bank.

Solitude

We had a lone camp (a point I appreciate very much), but we had company too, at times. A couple came down occasionally from York, to renovate their motor launch. Once a party came from town for the swimming, once we had visitors of our own who were holidaying in the district. The men came down from the farm in the quiet of the evening, and chatted about boats, and floods, and cattle, and the town on Saturday nights.

And all that glorious week the sun shone on drenching our bodies with health, our minds with delight. The river ran stately and slow at our front door; our highway to civilisation, our road to pleasure; our swimming pool, and our washtub, too. When our visitors came we wore clothes new-washed in the Ouse and dried in the sun. It was sad, indeed, to come to our last evening in that place. Here is what I wrote of it in the log which we kept from day to day:—

Canal This Year

"This is our last evening. How familiar this spot has become! The bend of the river veers sharply to the left, the banks seeming to meet in the distance. In the evening the sunset sky is reflected in the still water, which mirrors the bushes on the bank. A canoe came down one night, black against the fiery sky. This evening two stately swans came round the bend, bobbing out of sight now and again across the wash of a motor-launch, now happily out of sight. On many a hot afternoon sailing boats came by, their white sails brilliant against the no less vivid sky. Now the evening is drawing in, Leslie is

(*To foot of next column*

making the supper porridge. A mist is coming up the river."

Yes, we shall go canoe-camping again this summer. You rough-water enthusiasts may hold up your hands in horror if you will. I go in search of pleasure in the beauty of tranquillity. We are going canoeing on a canal!

CANOE HIRING IN SCOTLAND

THE Clyde Kayak Canoe Co. of Glasgow opened their third Canoe Hiring Station at Ganavan Sands, Oban, recently. Their station at Falkirk (situated on the Union Canal—a disused canal which connects the Forth and Clyde Canal with Edinburgh, and which partly owes its existence to the labours of two Irish labourers, Burke and Hare) was opened in April. The Hiring Station on the River Clyde, at Glasgow Green—Glasgow's Hyde Park—was re-opened for the season at Whitsun.

At each of these hiring stations there is a fleet of 18 canoes, 6 single seaters, and 12 "tandems." At Glasgow there is a stretch of nine miles of water, reaching up to Bothwell Brig (another place with historical associations). At Falkirk there is a stretch of 38 miles with no locks, reaching to Murrayfield, Edinburgh. Oban is conveniently situated for anyone wishing to make a trip to Fort William and up the Caledonian Canal, or —more strenuous—round Mull or round Skye (Anyone wishing to cross the Atlantic, must, of course, give ample notice!)

REVISE YOUR ANNUAL

WE are indebted to a Scottish reader for information which amends details in the Summary of British Waterways in "The Canoe & Small Boat Annual, 1939."

CLYDE.—The Clyde Trust will allow canoes to proceed above Bowling as far as the River Cart, to the island at Inchinnan Bridge. A permit is advisable above Bowling. Canoes are prohibited above the mouth of the Cart.

NATIONAL CANOE CHAMPIONSHIPS

If this year's canoe racing is any criterion, not only is Britain taking increasing interest in racing, but that interest is spreading beyond the limits of the Home Counties. A large entry provided a full week-end's programme at the Royal Canoe Club, Teddington, for the National Canoe Championship Regatta of the British Canoe Union on June 17 and 18.

The members of the team which represented Britain at the International Championships in Stockholm last year were well to the fore, as was expected, but the experienced racing men did not have everything their own way. Both Jack Harris of Birmingham and A. E. C. Day of Virginia Water gave performances of considerable interest and it is expected that efforts will be made to see that talent does not go to waste or remain undeveloped because they happen to live away from the usual centres of canoe racing.

The results of the events which will count for British Open Championship titles, were as follows :—

Canadian Singles, 1,000 metres.
1. W. G. Lawton (6 min. 1 sec.). 2. A. R. Brearley.

Canadian Doubles, 1,000 metres.
1. W. G. Lawton and W. C. Wilkinson (5 min. 27 sec.). 2. A. R. Brearley and A. Oliver.

Kayak Singles, 1,000 metres.
1. A. W. J. Simmons (4 min. 57 sec.). 2. W. G. Lawton.

Kayak Doubles, 1,000 metres.
1. A. R. Brearley and J. Harris (4 min. 31 sec.). 2. W. G. Lawton and A. W. J. Simmons.

Kayak Singles, 10,000 metres.
1. A. W. J. Simmons (56 min. 9 sec.). 2. W. G. Lawton.

The results of the other events were :—

Ladies Single Collapsible Canoes, 500 metres.
1. Mrs. C. S. Forester (3 min. 44 sec.). 2. Miss Jean Redhead.

Junior Canadian Singles, 500 metres.
1. G. J. Boyson (3 min. 31 sec.). 2. A. W. J. Simmons.

Junior Collapsible Singles, 500 metres.
1. J. Harris (2 min. 49 sec.). 2. R. Binet.

Junior-Senior Canadian Doubles, 500 metres.
1. W. G. Lawton and A. W. J. Simmons (2 min. 57 sec.).

Junior-Senior Kayak Doubles, 50 metres.
1. A. R. Brearley and J. Harris (2 min. 26 sec.)
2. A. W. J. Simmons and W. Fleming.

Junior Collapsible Singles, 10,000 metres.
1. A. E. C. Day (65 min. 28 sec.). 2. J. Harris.

Scratch Fours.
A. W. J. Simmons, E. Trimmer, W. Tanzer, M. Kiddy.

Canadian Tilting Match.
A. R. Brearley and J. Harris.

The results of this regatta will help the selection committee in their choice of possibles and probables for the team which will represent Britain at the Olympic Games at Helsinki an 1940.

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BRITAIN'S FIRST KAYAK SLALOM

An outstanding success helped by sun and surroundings

Canoers from all parts of the country and large crowds of spectators combined to make the first National Kayak Slalom organised by the British Canoe Union at Whitsun an outstanding event. The course eventually used was the stretch of rapids below Trevor Bridge on the Dee, just above the Shropshire Union Canal aqueduct. The lovely surrounds of the Vale of Llangollen provided a perfect setting for good sport and the low state of the water made it possible for onlookers to clamber out on to the rocks and watch competitors going past only a yard or two away.

Five "Stayers"

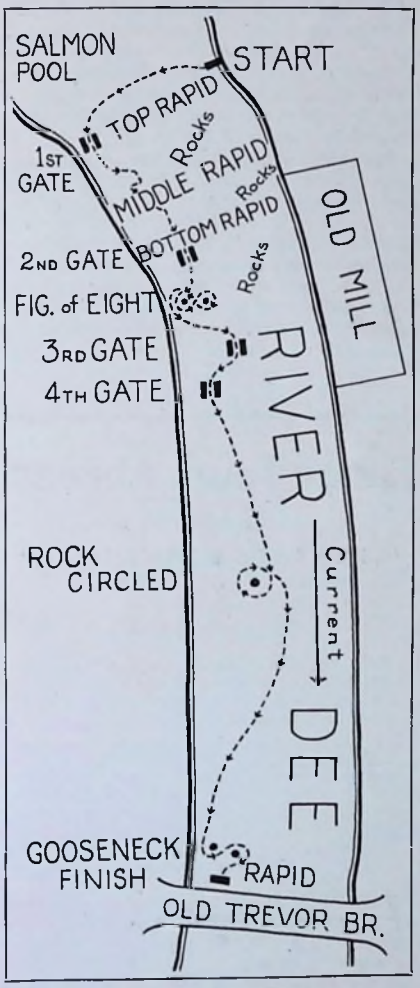
There were a number of capsizes and some boats were slightly damaged, only five competitors staying the course for the two complete runs necessary. I. B. Ritchie of Newcastle-on-Tyne made easily the fastest run but he capsized during his second time down.

The results were as follows :—

	Run 1	Run 2	Tot'l Pts.
1. J. Harris (Birmingham) ...	472	362	834
2. B. Scarratt (Liverpool) ...	509	427	936
3. K. Wainwright (London)...	466	584	1050
4. M. Rothwell (Manchester)..	564	542	1106
5. H. Stainton (Birmingham).	707	564	1271

These points are based on the actual time in seconds taken in traversing the course, with penalty seconds added for errors. The runs were started by gunshot and each gate had an independent neutral judge.

The marking was in the hands of E. Roylance of Leeds, who was responsible for most of the arrangements for the Slalom. F. Schulhof of London, who was of great assistance to the organisers with his advice, and D. M. Prince of Manchester were present throughout the meeting but very sportingly did not compete.



PLAN OF THE COURSE

EQUIPMENT FOR CANOE CAMPING

J. H. Pennington passes on some useful hints

A LENGTHY canoe tour entails much planning and lists of equipment can be stretched to preposterous lengths. As this is the first tour my wife and I have attempted, readers may be interested in a list of the equipment carried by the "Silver Reed" during our present attempt to canoe around England and Wales.

For camping and general use we naturally have a tent and poles, ground sheets, air beds, sleeping bag, spare clothes, toilet gear, washing bowl, coasts, writing case and camera. Our cooking equipment consists of a primus stove, spare fuel, water, two saucepans, frying pan, canvas bucket, cutlery, plates and mugs and tinned food. Our actual canoeing gear, besides the spray cover and paddles, is made up of spare paddles, repair outfit, sacks, canoe bags, compass, charts, fishing tackle, oilskins, anchors.

The primary consideration in loading is to preserve the balance of the canoe. Most folding canoes, by the way they are designed, tempt one to put the bulkier and heavier gear in the bows, whereas in practice the stern should carry slightly more weight to counteract any tendency to "nose-dive" in rough water.

Within Reach

Another consideration is accessibility. In coastal canoeing it is often necessary to eat while afloat, and food should therefore be within reach. Other items which for obvious reasons should be close at hand are oilskins, a change of dry clothes, anchors, painter, compass, charts and camera. And the camera should be in a waterproof case, too. When we passed Land's End we had a school of porpoises playing around us, diving just under the canoe and leaping right out of the water at our side. This heaven-sent opportunity was wasted, since the salt water had put our camera out of action.

The illustration shows how we distribute the weight in the "Silver Reed." Fully leaded, with crew and equipment, she weighs 800 lbs.

Stowing the Crew

At first glance one feels tempted to say "That is all very well, but where does the crew sit ? " The answer is that the food and coats fit between our legs and on our laps. Change of clothing is wrapped inside the spray cover. Ground-sheets and the air-mattress make comfortable seats, while the sacks laid on the bottom of the boat collect any sand or grit which would otherwise cause wear by friction between the stouls and the hull.

Some items may be stowed away before the boat is launched. We invariably fit the sleeping-bag in the bows while the canoe is on dry land, as it is rather a tight fit. Full

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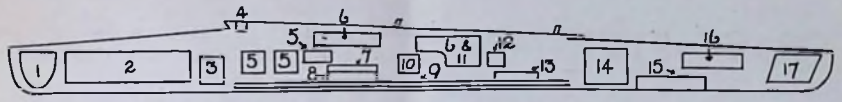

Stowing the gear on the "Silver Reed" :— 1. Clothes in linen bags. 2. Sleeping bag. 3. Cooking pots. 4. Compass. 5. Food. 6. Oilskins, coats, dry clothes. 7. Groundsheets. 8. Canoe bags. 9. Sacking. 10. Canvas buckets, plates, mugs, etc. 11. Charts. 12. Camera. 13. Air bed. 14. Rucksack with clothes and toilet gear. 15. Fuel and water. 16. Books and writing case. 17. Tent.

of blankets and clothes, our Army sleeping-bag is our "Major" problem when loading. On the one occasion when we tried to push it aboard when the craft was afloat, we lost our tempers and some skin off our knuckles, and the waves soaked us up to our waists.

Most of the equipment must be put in place only when the boat is on the water. Many a strut has snapped and many a hull strained through lifting a loaded canoe. Practice loading and unloading before your holiday begins. This will not only save time later, but will enable you to eliminate unnecessary items and give an idea of the amount of gear the craft will carry. Above all, make sure there are no sharp edges which will damage the hull.

Our painter, six fathoms of stout manilla, is kept coiled on the spray-cover, where it has many times proved invaluable for towing, mooring and landing. We carry two anchors, a grapnel and a sea anchor, the latter we keep on deck, aft of the cockpit.

Camping can be a luxury to canoers, since weight does not have to be kept unduly low. Sleeping-bags, extra blankets, bed-socks and groundsheets may be carried, and an air-mattress turns rocks and stones into feathers. Strong linen bags are a useful aid when erecting a tent on fine sand, but if it is possible to avoid this type of camp-site, do so, "sand"-wiches are not pleasant.

ENGLAND TO AUSTRALIA

British canoers to attempt the " long, long trail "

Two men will shortly be leaving the Thames in a two-seater Folbot with the intention of canoeing to Australia. They are L. G. Murray of Brighton and C. A. Jenkins of Torquay, and if determination has anything to do with it, they have plenty of it, and they have the knowledge that the journey has been accomplished from the heart of Europe by a Continental canoer.

Murray, 6 ft. 5½ in. tall, is not new to travelling around the world, for the wander-lust has had him in its grip ever since he left school at 14½ and joined the Navy, giving his age as 19, but hitherto his main accomplishments have been by bicycle, on which he reckons that he has covered half-a-million miles during the last thirteen years. Among his outstanding cycling feats have been the covering of 52,180 miles in a year in 1933 and 5,591 miles in 28 days in January of this year, and 250,000 miles in France in 1934 for which he received a silver medal from President Lebrun.

He has cycled from London to Cape Town and from New York to San Francisco, and he served for a period in the French Foreign Legion, but 17 shrapnel wounds in the leg, collected during eighteen months with the International Brigade in Spain, have made him look around for a means of progression which is not quite so dependent on his legs.

He believes that he has found the answer to his quest in canoeing and at the age of 37, with a 21-year-old companion, he is beginning his wanderings all over again.

BOOKS FOR THE LOCKER

A CANOEING CLASSIC

("WATER MUSIC," by SIR JOHN SQUIRE. William Heineman Ltd., 10/6.)

SIR JOHN SQUIRE went canoeing last year with 73-year-old William Bliss. From Oxford they headed up the Cherwell and the Oxford Canal to the Avon viaduct, then down the Avon, cross-country to the Thames and home again to Oxford.

An ordinary enough journey, you say. Yes, but this is no ordinary book in which Sir John re-lives his every waking moment during those two weeks.

Literary Gem

You need no introduction to William Bliss—if you do not know him as well as I do, it is about time you did! Let Sir John speak for himself: "Although I know nothing more about Canadian canoes than can be learnt by lazing with one paddle and *Marius the Epicurean* under the willows by Trinity Bridge in the Cambridge Backs, I was mucking about outside Rame Head, sailing, and fishing for mackerel or breasting the waves in out-rigged double scullers, when I was twelve."

And in the hands of this master of humour and reminiscence the record of their journey becomes a gem which has been widely acclaimed for its literary merit.

Chasing Memory

There is nothing like canoeing to give the mind time to wander whilst paddling easily along or towing on a canal against a strong head wind. Sir John has the superb knack of recapturing the flights of fancy and memory so that the book is not restricted to the Cherwell, the Oxford Canal, the Avon and Thames. It ranges from Monte Carlo to Blackpool, from America to Prague. You meet the great, near-great and unknown who have crossed Sir John's path during his lifetime. Childhood recollections rub shoulders with the day's events. A game of darts in a riverside inn claims as much attention as the world of art and literature.

I have not enjoyed a book so much since I first discovered Hendrik Van Loon. But you are interested, primarily, in canoeing and you want to know what they did and where they went.

The Cherwell served them well as far as Kidlington, but the spring drought made the Oxford Canal the wiser choice above that point. Sir John is initiated into the gentle art of working locks. "I had always taken the mechanism for granted," he says, "and assumed that working locks was the sort of thing other men were paid to do, with the criminal insousiance of people who have always rung a bell if they wanted more coal put on the fire."

Solitude and Meditation

They were no fair weather canoers, these two. On the first day on the Canal they met strong head winds and had to resort to towing. "To begin with it seemed dreary work and I counted my footsteps to count the quarter miles; later I became accustomed and enjoyed the solitude and the freedom of fancy and memory while back and legs were doing their task, and realised why bargees' horses looked so meditative and inured."

A Ducking

It was at the end of this day's run, at Ayno Wharf, that Sir John forgot he was in a canoe and started to jump out as though he were in a dinghy, and had a swim in the canal to cure him of further forgetfulness. A day of intermittent rain and towing against head winds saw them leave the canal at Leamington and slither their canoe down the sodden embankment to the Avon below and so to Warwick.

Those who have been parted from their three-and-sixpence for the passage through Warwick Castle Park and Charlecote Park will learn that the mighty are not spared. They had a difficult portage at Barford Mill —the drought was breaking with a vengeance, but the river was still low—and then the barrier at Charlecote Park. Like most canoers, Sir John could see no reason for the barrier. "It isn't like Sir Henry Fairfax-Lucy, who is a very kind man," he remarked to the man from the estate who saw them through.

The Avon Portages

" 'It isn't to stop you, sir,' he replied, 'it's to stop the deer from swimming away.' For if the shades of poaching Shakespeare cared to revisit the glimpses of Charlecote on a shiny night he would still find under its trees and on its wide lawns herds both of red and of fallow deer."

Those who have found their experience in portaging past the Avon mills at variance with Bliss's instructions in "Canoeing," will be pleased to find him coming round to their way of thinking that a portage at the weir is better than a steep and awkward lift by the mill wheel.

I don't think anyone has equalled Sir John's account of the portage at Alveston, one of the worst Bliss had ever known :—

Precipice of Mud

"It was impossible to get over at the Mill itself, so we struggled back against the stream and picked out the least difficult landing-place, a precipice of mud in which our shoes sank deep. We slithered and scrambled up with our belongings (including that absurd supernumerary keg of cider), Bliss being stung to the withers by nettles, and the rain streaming over our faces ; and when, with the most awful efforts, we had hauled the canoe to the top of the peninsular we saw what was in front of us. There was a wide waste between us and the weir-channel. It was almost knee-deep in weeds, and covered with pits, and every two feet or so there was a tortured osier-stump. It wasn't only the labour ; it was that we had to take the greatest pains to avoid getting the canoe stove in by the toothed edges of old wood ; and to add to our pleasure some fiend had scattered the place with barbed wire. For seventy yards, scratched and bruised, we dragged her through these stumps and up and down mud-holes, and then when we got to the other side there was a ten-foot drop down a wet and crumbling bank."

The Worst Side

And then their staff-work went astray. Bliss got into the canoe and shouted to Squire to meet him at an inn further down : Squire thought that the instruction was to meet him below the Mill. If you have never experienced the very worst side of canoeing, you have it here, when Sir John describes his progress along the bank, climbing and slithering through undergrowth, nettles and barbed wire and at one point swinging over the water from tree to tree, with the drenching rain smearing his glasses.

And the only consolation he had from Bliss when he eventually ran him to earth was that Bliss's reasoning had been on the lines of "After all, if he's fallen into the mill-pool it's too late to go back and save him now."

Best of Thames

Sir John developed a cold after this, and no wonder. They went on to Tewkesbury by car and railed the canoe to Cricklade, where Bliss collected it and paddled down the Thames. Bliss was joined by his companion at Radcot for the run through the lovely upper reaches of the Thames to Bablockhythe, where the rain caught them again and forced them into a car for the last few miles into Oxford.

This part of the Thames is described as "one of the wildest bits of riverscape in the south of England." If you have been tempted to judge Thames by its appearance at Kingston, Richmond or Putney, you will do well to ponder on this description of the river below Tadpole Bridge :—

" For some miles we went past low marshy banks, meeting no craft, seeing no houses ; for farm and village were far withdrawn behind the marshes, though now and again the cattle were on the banks or in the water. Flapping herons were more plentiful than ever ; and plovers ; and twice there were flocks of sandpipers making their phantasmal

—*Continued on page* 16

BOOKS FOR THE LOCKER

TIDAL THAMES CHARTED

(The Lower Thames, Coloured Charts for Yachtsmen. Ed. Stanford Ltd., 10/- and 8/6.)

MANY canoers and users of small craft on the tidal Thames have felt the need for a chart to fill the gap between Stanford's Map of the River Thames, which ends at Richmond, and Stanford's Thames Estuary Chart, which is on rather a small scale ($\frac{1}{8}$-in. and $\frac{1}{2}$-in. to a mile) for small craft. The gap is now very completely filled by the latest addition to Stanford's series of coloured charts—The Lower Thames, Richmond to the Nore.

This chart deals with the whole of the navigable river from Richmond Bridge, so that with the River Thames map the canoer has the full length of the Thames adequately charted from Lechlade to the Nore. The total area covered by this new chart actually extends from Richmond Bridge to Havengore Creek and Sheerness rifle range, with the addition of the Medway estuary as far up as Strood and Rochester.

The Thames is taken in five sections and the Medway in one, all on the one sheet. The first four Thames sections, to a scale of $2\frac{1}{4}$-in. to a nautical mile, are Richmond to London Docks, London Docks to Erith, Erith to Gravesend, and Gravesend to Chapman Light. The remaining section, from the Chapman to the Nore, is, like the Medway, to a scale of $1\frac{1}{8}$ in. to a nautical mile.

It will be obvious that the large scales permit the inclusion of a wealth of detail invaluable to the canoer, and those who visit the Medway especially will find the chart of great assistance in negotiating the host of creeks and islands there. The deep water channel is clearly defined and soundings at low water ordinary Spring Tides are given in feet from bank to bank, together with all the aids to navigation such as lights, buoys and landmarks.

In addition to the data on the charts themselves, there is much useful information given in supplementary tables on the sheet. Tidal constants based on London Bridge are listed for no less than 29 points between Richmond Lock and Southend Pier, together with the headways at the various bridges and the depths of water under the centre arches and the lights marking the navigable arches.

The chart was prepared under the supervision of Captain O. M. Watts, and both he and the publishers are to be congratulated on the product of their thoroughness.

WATERWAYS FOR SMALL CRAFT

("Inland Waterways of Great Britain." Imray, Laurie, Norie & Wilson Ltd., 8/6).

This book is primarily intended as a work of reference for yachtsmen and motor cruiser owners, and as such it is a valuable and up-to-date contribution to the information available on the inland waterways of Britain.

The compiler, W. Eric Wilson, has obtained from the various canal and river authorities data on no less than 64 major waterways in England and Wales and four in Scotland. The details are tabulated in a standard form throughout the book, with the name and address of the controlling authority, whether permission is required, the extent of the waterway, locks, bridges, the approximate time to cover it, charges and similar information. On the tidal rivers, particularly, there is information on tides which should be very useful to the canoer and dinghy owner.

Being designed primarily for sizeable craft, the book unfortunately disregards the canoeable upper reaches of rivers, except sometimes to mention that they can be negotiated by small boat. Thus we find the

(*Continued on page* 18)

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HOSTELS AND FOOTWEAR

Readers' views and opinions in their own regular feature

HOSTELLING IN WALES

It may interest you to know that I have just had a very peaceful and enjoyable fortnight in my rigid kayak on :—

1. The Usk and Brecon Canal between Pontymoyle and Llangynidu—using Crickhowell Youth Hostel as headquarters.
2. Llangorse Lake—a charming reed-fringed mere, with interesting birds and fine views of the hills—using Llangasty Youth Hostel.
3. The Wye, very low owing to the previous drought, from Glasbury to Chepstow. Of this, the tidal part from Llandogo via Tintern (no landing place) to Chepstow was not pleasant, and the latter part was made loathsome by a collosal downpour.

The portage between Usk Canal and Llangorse Lake, and between the latter and the Wye (16 miles in all) were made with the help of a home-made bogie.

Plymouth. KENNETH M. ANGUS.

FEET IN THE BOAT

What sort of footwear does the expert canoer wear? Or are bare feet the rule?

I have tried tennis shoes and bathing sandals and I have had wet feet all day long. I have also tried bare feet, but I have too great a respect for my trotters to continue that way.

Sandals with tough soles that will tolerate a little H_2O and dry quickly on the feet do not seem to be made. I have solved the problem by making my own out of odd bits of hull fabric. The rubberised canvas makes a good upper sole and straps, heel socket, etc., and with a crepe rubber sole they make a comfortable and serviceable job. Actually it only took me three evenings to make them.

*London, N.*21. E. G. M. SHILLWELL.

(There are "canoe shoes" on the market, made of rubber with the uppers perforated with holes so that water drains out quickly.—Ed.).

A CANVAS KAYAK

The August issue of "The New Handicrafts Magazine" (sixpence) will contain instructions for building an eleven-foot single-seater kayak from ready-to-assemble kits of parts. The kayak is of hard-chine design and it is based upon the plans published by the makers of Casco glue. It is constructed of plywood on a wooden framework, the bottom and sides being finally covered with canvas which is Casco-glued to the plywood to make a completely watertight job.

The scope of this old-established magazine has recently been extended to include hints and instructional articles for the householder as well as articles on hobbies and crafts.

SPORTS KIT APPEAL

The National Fitness Committee for London and Middlesex is appealing to the public to send any used sports equipment to their office at Colquhoun House, Broadwick Street, W.1.

This appeal is a direct consequence of the Games Weeks recently held in London. Genuine desire was shown by great numbers of people to participate in regular sports, and the first thing necessary to satisfy their need is equipment which they are unable to buy.

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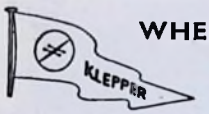

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TAKING CANOES INTO FRANCE

THE French Authorities have decided to grant to the Canoe Section of the Camping Club the sole right of issuing *acquits-à-caution* for the temporary import of canoes into France. This means that Section members and others approved by the Section will be able to send their canoes over to France free of all fear of having to pay a deposit on their canoes or of being obliged to pay for a *laissez-passer*. The *acquit-à-caution* will have the duration for three months.

CANOEING THE INN

THE Canoe Section of the Camping Club learns from Major Raven-Hart that the prohibition of canoeing on the Inn has been removed. The Inn is canoeable from Innsbruck to Passau. There are five portages on the river, all below Rosenheim and all reasonably short except the last one between Brannau and Scharding. This portage is now about half a mile long but it will soon be nearly three miles long on a bad track. A Salzach—Inn—Danube cruise is therefore not recommended this season, the best procedure being to dismantle at Braunau and take a train to Scharding or Passau.

A CANOEING CLASSIC

—Continued from page 11)

cries and veering over the water-meadows. Here and there cuttings ran off, devised to assist the river when in flood; passing the surplus to lower on, as it were, and making, on the map, a tangle of blue water-ways. And once, as we were hugging a steep, hollow, moist, muddy, pock-marked left bank, I saw something ahead, stopped paddling, and turned to Bliss with a 'Ss-h!' We drifted past, he did not see it, but I did, for it did not scuttle into its burrow until we were almost past it. There was no doubt about it; size, shape, colour and expression, as it were; it was a musk-rat, and possibly the last of its kind in England."

Mr. Bliss must certainly take Sir John canoeing again, for they make an ideal team. Don't imagine that he is too old for it, because we have the author's assertion that "Mr. Bliss will be canoeing, prevaricating, and going to Early Mass until he is ninety, or I will eat my hat . . ." Perhaps the Severn, so that Bliss can see what has happened to the Ironbridge Rapids, or the Wye, or the Kennet and Avon Canal to show off the Savernake Forest and the view at Devizes. At all events, Sir John must be given ample excuse for a successor to "Water Music." And that reminds me—isn't it time we saw a successor to "Heart of England by Waterway" and "Rapid Rivers," Mr. Bliss? R.D

CLUB NEWS

CLYDE CANOE CLUB

THE Clyde Canoe Club's Challenge Cup has been won away from that Club for the first time since it was presented nearly 40 years ago. The challenger represented the Forth Canoe Club and a series of three races were sailed in the "C" class Sailing Canoes on the 1st and 2nd July. Strong winds were encountered on both days, and the third and deciding race was sailed under conditions which produced a number of "fireworks," the canoes being seen at times to be planing with half their length clear of the water.

It is expected that the result of these races will be even keener competition among canoe sailors.

CANOE SECTION
(Camping Club)

THE Section Committee has decided that members taking part in any Section fixture in future must be able to swim, or must wear a life belt. A series of classes is being planned for those who wish to learn to swim or to improve their swimming.

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MEETS, TOURS, ETC., 1939

Aug. Loch Lomond and W. Coast Argyll—Forth C.C.

Aug. Skye—Forth C.C.

Aug. Challenge Races—R.C.C., Hayling Is.

Aug. 5–7. Southampton Water—Canoe S'n.

Aug. 5–7. Arun—Canoe F'ship.

Aug. 5–19. Rhône—Cooks.

Aug. 5–19. Seine—Winkel, "C. & S. B."

Aug. 5–20. Noselle—Canoe S'n.

Aug. 19–Sept. 3. Rhône and Ardèche—Winkel, "C. & S. B."

Sept. Thames Tideway—Canoe F'ship.

Sept. 2. R.C.C. Regatta, Teddington.

Sept. 2–3. Wharfe—Manchester C.C.

Sept. 2–16. Rhône—Cooks.

Sept. 16–Oct. 1. Tarn and Dordogne—"C. & S. B."

Sept. 23–24. Welsh Dee (1)—Manchester C.C.

Sept. 30–Oct. 1. Dee (2)—Manchester C.C.

—To foot of next column

WATERWAYS FOR SMALL CRAFT

—Continued from page 12

Great Ouse ending at Bedford, the Severn just above Stourport, the Thames at Lechlade, and the Trent near Derby, while the Wye is given as a river which should only be attempted "by those with good local knowledge," which, from the canoer's point of view is certainly not the case. Rivers which are only canoeable and all rough water rivers are omitted entirely. The large coloured map which is included in a pocket at the back of the book covers all the waterways of England included in the book.

Oct. 7–8. Dee (3)—Manchester C.C.

Oct. 8. Thames Tideway—Canoe S'n.

Oct. 14–15. Dee (4)—Manchester C.C.

CLUB SECRETARIES

are invited to supply regular reports of Club activities and details of forthcoming events

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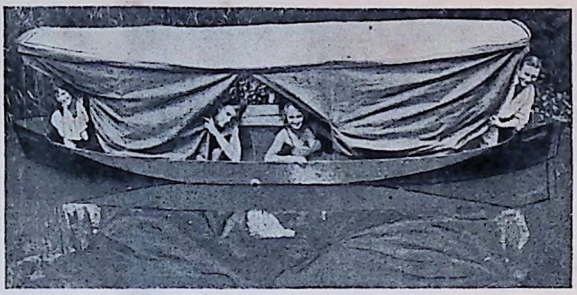

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